

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

**Claim 1 (currently amended):** A driver's cab supporting structure for a commercial vehicle, ~~in particular for a heavy commercial vehicle, said structure comprising:~~

a stiff safety cell ~~(4)~~ being arranged in a driver's cab ~~[(1)]~~ area, with a front region, ~~[(2)]~~ and a rear side ~~[(3)]~~ facing a loading region; ~~[(38),]~~

a seating region ~~(13)~~ being surrounded by ~~[(a)]~~ the stiff safety cell, ~~[(4)]~~ to which a deformation region ~~(5, 17)~~ for absorbing deformation energy is connected between seating region ~~[(13)]~~ and loading region ~~[(38)]~~; wherein,

~~characterized~~

~~in that~~ the safety cell ~~(4)~~ is of cage-like has a cage design; and

a part of a longitudinal member ~~[(30)]~~ which is behind the seating region ~~[(13)]~~ is designed as a deformation region ~~[(17)]~~.

**Claim 2 (currently amended):** The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the safety cell ~~[(4)]~~ is ~~arranged displaceably with respect~~ displaceable relative to a vehicle frame ~~[(43)]~~.

**Claim 3 (currently amended):** The driver's cab supporting structure as claimed in claim 1 [[or 2]], wherein characterized in that the deformation region (5, 17) comprises part of the driver's cab [[(1)]].

**Claim 4 (currently amended):** The driver's cab supporting structure as claimed in claim 3, characterized in that wherein the driver's cab (1) is designed as comprises a deformation region [[(5)]] in a living or sleeping region arranged behind the seating region [[(13)]].

**Claim 5 (currently amended):** The driver's cab supporting structure as claimed in claim 1, characterized in that wherein the deformation region [[(17)]] is arranged between the seating region [[(13)]] and a support [[(42)]] against a vehicle frame [[(43)]].

**Claim 6 (currently amended):** The driver's cab supporting structure as claimed in claim 1, characterized in that wherein the longitudinal member [[(30)]] has an absorbing region (29) which is mounted upstream of the safety cell [[(4)]].

**Claim 7 (currently amended):** The driver's cab supporting structure as claimed in either of claims 5 and 6, characterized in that claim 5, wherein the longitudinal member [[(30)]] is [[of]] L-shaped design, with a first limb (29) arm of the longitudinal member (30) being placed disposed in front of the safety cell, [[(4)]] and the safety cell (4) being mounted on a second [[limb]] arm.

**Claim 8 (currently amended):** The driver's cab supporting structure as claimed in claim 1, characterized in that wherein the safety cell (4) is designed in

~~the manner of a cuboid cuboidal, with cuboid edges being formed by roll bars~~  
[[(9)]].

**Claim 9 (currently amended):** The driver's cab supporting structure as claimed in claim 1, ~~characterized in that wherein the safety cell (4) is formed from a comprises separate driver's cell (10) and a separate passenger's cell (11) cells.~~

**Claim 10 (currently amended):** The driver's cab supporting structure as claimed in claim 1, ~~characterized in that wherein an additional deformation region [[(6)]] is mounted upstream of the safety cell [[(4)]].~~